§ 752.4 Geographical applicability.

The program will be applicable in States and counties designated by the Deputy Administrator.

2. Section 752.5 is amended to read as follows:

§ 752.5 Eligible farm.

A farm is eligible for participation in the program if (a) at the time the request for an agreement is filed, land on the farm is not covered by a Water Bank Program agreement, (b) the farm contains type 3, 4, or 5 wetlands which are identified in a conservation plan developed in cooperation with the Soil and Water Conservation District in which the farm is located, and (c) the farm meets the other requirements specified in this part.

3. Section 752.6(c) is amended by adding a new subparagraph (5) to read as follows:

§ 752.6 Land eligible for designation.

* * * * *

(c) * * *

(5) Type 3, 4, or 5 wetlands which are common to more than one farm unless the portion of a wetland area common to more than one farm which is located on the farm which controls the potential outlet for drainage is placed under agreement. After an agreement has been approved for the farm controlling the outlet for drainage, an agreement may be entered into with any or all other farms for other portions of the common wetland area if all agreements have the same beginning date as the farm controlling the outlet for drainage.

4. Section 752.7(e) is amended to read as follows:

§ 752.7 Use of designated acreage.

* * * * *

(e) No crop shall be harvested from the designated acreage and such acreage shall not be grazed except as may be called for in the conservation plan as provided in paragraph (b) of this section: *Provided*, That the designated acreage may be grazed in the first year of the agreement period prior to the date the agreement is approved.

5. Section 752.9(a) is amended to read as follows:

§ 752.9 Agreement period.

(a) The agreement period shall be 10 years. The agreement shall become effective on January 1 of the year in which the agreement is approved: *Provided*, That an agreement approved in 1972 shall become effective on January 1, 1973, in cases where, at the time the agreement is approved, the county committee determines that the agreement signers will be unable to comply with the provisions in § 752.7 relating to the use of the designated acreage during the year 1972.

* * * * *

(Sec. 12, 84 Stat. 1471, 16 U.S.C. 1311)

[FR Doc.74-1248 Filed 1-14-74;8:45 am]

CHAPTER IX—AGRICULTURAL MARKETING SERVICE (MARKETING AGREEMENTS AND ORDERS; FRUITS, VEGETABLES, NUTS), DEPARTMENT OF AGRICULTURE

[Lemon Regulation 620, Amendment 1]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

This regulation increases the quantity of California-Arizona lemons that may be shipped to fresh market during the weekly regulation period January 6-12, 1974. The quantity that may be shipped is increased due to improved market conditions for California-Arizona lemons. The regulation and this amendment are issued pursuant to the Agricultural Marketing Agreement Act of 1937, as amended, and Marketing Order No. 910.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) The need for an increase in the quantity of lemons available for handling during the current week results from changes that have taken place in the marketing situation since the issuance of Lemon Regulation 620 (39 FR 997). The marketing picture now indicates that there is a greater demand for lemons than existed when the regulation was made effective. Therefore, in order to provide an opportunity for handlers to handle a sufficient volume of lemons to fill the current market demand thereby making a greater quantity of lemons available to meet such increased demand, the regulation should be amended, as hereinafter set forth.

(3) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restriction on the handling of lemons grown in California and Arizona.

(b) *Order, as amended.* The provision in paragraph (b)(1) of § 910.920 (Lemon Regulation 620 (39 FR 997) is hereby amended to read as follows: "210,000 cartons."

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: January 10, 1974.

CHARLES R. BRADER,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc.74-1049 Filed 1-14-74;8:45 am]

CHAPTER XVIII—FARMERS HOME ADMINISTRATION, DEPARTMENT OF AGRICULTURE

SUBCHAPTER F—SECURITY SERVICING AND LIQUIDATION

[FHA Instruction 465.2]

PART 1872—REAL ESTATE SECURITY

Management and Sale of Acquired Real Estate

Subpart C of 7 CFR Part 1872 (38 FR 19204) is amended to clarify the authority of the State Director in handling negotiated sales and to make certain editorial corrections. Since the change is minor in nature and no substantive change in the regulation is effected, notice and public procedure thereon are unnecessary. As amended, § 1872.65(e) reads as follows:

§ 1872.65 Method of sale of property that was security for a loan made under the Consolidated Farm and Rural Development Act.

* * * * *

(e) *Negotiated sale.* If no sealed bid or bids at a public sale are accepted, the State Director, after negotiating with interested parties including all previous bidders, may sell the property at the best price obtainable without further public notice, provided there are no indications that by readvertising the property for sale, additional interest will be created and likely result in a higher price being obtained. A satisfactory offer received under such negotiations will be reduced to writing on Form FHA 465-10 and will be accepted and awarded in the same manner as provided in paragraph (d) (4) and (5) of this section. Such sales will be negotiated on the same terms as provided in the public notice and at a price not lower than the best qualified offer received as a result of the public notice unless otherwise authorized by the National Office. If a satisfactory sale cannot be negotiated within 30 days, all interested parties will be notified in writing that negotiations have been discontinued. The State Director should close his file on the negotiations. He may then change the terms and conditions (and interest rate for all Business and Industrial loans and loans processed under Subparts A, D, E, J, and L of Part 1823 of this chapter) as appropriate and enter into new negotiations. In negotiating a sale the State Director may solicit proposals by oral and written communications. In some instances it may be possible to assemble the persons interested in purchasing the property for open competitive bidding with the sale being made to

the person making the best offer. If offers are solicited orally or by mail without such an assembled meeting, the invitation to negotiate should include notice of the place, date, and hour at which time the best offer will be determined and, if satisfactory, accepted. Such date and hour shall be rigidly adhered to, and if a satisfactory offer is obtained at that time, it will be accepted immediately and other offers or suggestion of future offers after that date will be declined. If an acceptable offer is not made on that date, a new date will be set. Other acceptable methods of negotiations may be followed but care should be taken to afford equal opportunity to each negotiator. Usually, the amount offered by one interested party will not be disclosed to any other interested parties. However, if other offers are disclosed to one negotiator, the same information will be given to all other negotiators. No offer on the basis of a specified sum above the best alternative offer should be entertained. In connection with such negotiations it may be necessary to incur reasonable administrative expenses including the cost of communications, postage, and similar items to consummate the sale. Such sales may be advertised in local newspapers provided the costs of such advertisement are reasonable.

(7 U.S.C. 1989; 42 U.S.C. 1480; 40 U.S.C. 442; 42 U.S.C. 2942; 5 U.S.C. 301; 40 U.S.C. Appendix 203; delegation of authority by the Sec. of Agri., 38 FR 14944, 14948, 7 CFR 2.23; delegation of authority by the Asst. Sec. for Rural Development, 38 FR 14944, 14952, 7 CFR 2.70; delegations of authority by Dir., OEO, 29 FR 14764, 33 FR 9850.)

Effective date: This amendment is effective January 15, 1974.

Dated: December 26, 1973.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.74-1247 Filed 1-14-74;8:45 am]

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 11010; Amdt. Nos. 25-35; 33-5]

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

PART 33—AIRWORTHINESS STANDARDS: AIRCRAFT ENGINES

Engine Rotor System Unbalance

The purpose of these amendments to Parts 25 and 33 of the Federal Aviation Regulations is to require on turbojet engine powered transport category airplanes an indicator to indicate rotor system unbalance, and to require that a means of connecting the indicating system be provided on turbojet engines.

These amendments are based upon two of the proposals contained in a notice of proposed rule making (Notice 71-12) published in the FEDERAL REGISTER on May 5, 1971 (36 FR 8383). Numerous comments were received in response to Notice 71-12, which the FAA is currently reviewing. The FAA believes that it is in the interest of safety to adopt these two proposals herein without delay, while the final disposition of the remaining proposals is being completed. A number of comments relating to these two proposals were received in response to the notice and except for those indicating agreement with the proposals or merely repeating issues discussed and disposed of in the notice, the FAA's disposition of the comments is set forth herein.

Several commentators expressed doubt as to the reliability of presently available engine vibration indicating systems and suggested proposed § 25.1305(d)(3) not be adopted. They further pointed out that the present equipment is expensive and difficult to maintain. As stated in the notice, the FAA is aware that the currently available vibration detectors are not as reliable as the engines they monitor and to that extent, they may impose an economic penalty; however, a rotor system failure can be catastrophic and the contributions to flight safety gained from a vibration monitoring system that provides the flight crew with an appropriate vibration warning far outweighs any difficulties that may be experienced. The value of the system has been recognized by the aviation industry in that vibration monitoring systems have been voluntarily installed in most turbine powered transport category airplanes currently in production.

Several commentators expressed concern that inadvertent engine shutdowns might possibly result from the failure of the flight crew to differentiate between normal and abnormal engine vibration readings. They point out that variations in vibration levels exist between different engines of the same type as well as on the same engine at different flight and power conditions. The rule, however, does not require that a level of acceptable vibration be specified. It merely requires an indication of "rotor system unbalance" in the engine as installed in the aircraft. The indicator may be employed to sense a trend of vibrations over a period of time, rather than a specific level at a particular instant. The FAA considers the addition of a vibration indicator to be necessary in the interest of safety and that flight crews will be able to properly interpret the indicator readings.

One commentator expressed concern that the proposed vibration indicating system could not be used effectively as the principle means of detecting engine failure. The intent of the amendment does not, however, make the vibration indicator the sole or exclusive monitoring indicator. Rather, it is an addition to the present engine instrumentation and provides additional information on engine conditions.

One commentator proposed use of the term "mounting provisions" instead of "connection" in proposed § 33.29(b) in order to make the rule more general. The term "connection," is a general term and the FAA considers it more descriptive and less restrictive than the term "mounting provision."

It was suggested by a commentator that some engines with damped rotors would not reflect rotor unbalance with an externally mounted vibration monitoring system. The amendment to § 33.29 (b) does not require that only an externally mounted system be utilized, but permits any system which would indicate an unbalance of the rotor system. To ensure this intent, the term "vibration monitoring" has been deleted. This change makes the adopted rule less restrictive than the proposed rule while still requiring a system which will indicate rotor system unbalance.

Interested persons have been afforded an opportunity to participate in the making of these amendments and due consideration has been given to all matter presented.

These amendments are made under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1425), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, Parts 25 and 33 of the Federal Aviation Regulations are amended as follows, effective March 1, 1974:

1. Section 25.1305 is amended by adding a new paragraph (d)(3) to read as follows:

§ 25.1305 Powerplant instruments.

* * * * * * *

(d) * * *

(3) An indicator to indicate rotor system unbalance.

* * * * * * *

2. A new § 33.29 is added to read as follows:

§ 33.29 Instrument connection.

(a) [Reserved]

(b) A connection must be provided on each turbojet engine for an indicator system to indicate rotor system unbalance.

Issued in Washington, D.C., on January 8, 1974.

ALEXANDER P. BUTTERFIELD,
Administrator.

[FR Doc.74-1027 Filed 1-14-74;8:45 am]

[Airspace Docket No. 73-SW-70]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to designate the Atlanta, Tex., transition area.

On November 15, 1973, a notice of proposed rule making was published in the FEDERAL REGISTER (38 FR 31542) stating the Federal Aviation Administration proposed to designate a transition area at Atlanta, Tex.

Interested persons were afforded an opportunity to participate in the rule

making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., February 28, 1974, as hereinafter set forth.

In § 71.181 (39 FR 440), the following transition area is added:

ATLANTA, TEX.

That airspace extending from 700 feet above the surface within a 5-mile radius of Atlanta Municipal Airport (latitude 33°06' 10" N., longitude 94°11'40" W.) and within 3 miles each side of the 047° bearing from the NDB (latitude 33°06'13" N., longitude 94°11'25" W.) extending from the 5-mile radius area to a point 8 miles northeast of the NDB.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)).)

Issued in Fort Worth, Tex., on January 2, 1974.

ALBERT H. THURBURN,
Acting Director, Southwest Region.

[FR Doc.74-1026 Filed 1-14-74;8:45 am]

[Airspace Docket No. 73-GL-35]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

On page 21502 of the FEDERAL REGISTER dated August 9, 1973, the Federal Aviation Administration published a notice of proposed rule making which would amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate the transition area at Peru, Indiana.

Interested persons were given 30 days to submit written comments, suggestions or objections regarding the proposed amendment.

No objections have been received and the proposed amendment is hereby adopted without change and is set forth below.

This amendment shall be effective February 28, 1974.

This amendment is made under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Des Plaines, Illinois, on December 20, 1973.

R. O. ZIEGLER,
Acting Director,
Great Lakes Region.

In § 71.181 (39 FR 440), the following transition area is added:

PERU, IND.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Peru Airport (latitude 40°47'10"N., longitude 86°08'47"W.), excluding the area which overlies the Kokomo transition area.

[FR Doc.74-1025 Filed 1-14-74;8:45 am]

Title 15—Commerce and Foreign Trade

CHAPTER IX—NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, DEPARTMENT OF COMMERCE

SUBCHAPTER A—GENERAL REGULATIONS

PART 908—MAINTAINING RECORDS AND SUBMITTING REPORTS ON WEATHER MODIFICATION ACTIVITIES

Provisions for Reporting Additional Information

In a notice published in the FEDERAL REGISTER of November 6, 1973 (38 FR 30563), the Administrator of the National Oceanic and Atmospheric Administration proposed to amend the rules on maintaining records and submitting reports on weather modification activities (37 FR 22974). Interested persons were given until December 6, 1973 to submit written views, objections, recommendations, or suggestions in connection with the proposed amendments. The few comments received in response to the notice have been considered in detail, but they did not provide any basis for revision of the proposed additions to the rules.

The purpose of these amendments to 15 CFR Part 908, is to provide for the reporting of the additional information required by NOAA to carry out the intent of the President's Directive to the Secretary of Commerce:

* * * to expand his regulations to provide for Federal notification, including recommendations where appropriate, to operators and State officials in cases where a report disclosed that a proposed project may endanger persons, property, or the environment or the success of Federal research projects. Notifications will be available to the public.

Over the past 27 years, weather modification activities have been undertaken to secure benefits for man, and the results have been encouraging. Although there has been no evidence in this period that these activities have significantly endangered persons, property, or the environment, the President's Message recognizes that such activities may have the potential to cause adverse effects, if carried out without appropriate safeguards.

It is almost impossible to predetermine with certainty all of the effects of a given weather modification operation. For that reason, to minimize the possibility of harmful results, planning for weather modification operations usually includes project safeguards and consideration of environmental impact which will eliminate hazards that might be reasonably foreseen. The amendments, which require the reporting of current safety practices and environmental considerations, will provide a single source of information on the safety and environmental precautions used in weather modification activities in the United States. Compilations of these practices may form the basis for later publication of techniques generally used in the industry to avoid potential danger. The reported information will also help operators to anticipate, and hopefully avoid, possible interference of one experiment or operation by another.

Appropriate Federal agencies have agreed to report their weather modification activities to the Secretary of Commerce. This Federal reporting complements the reporting of non-Federal sponsored projects and provides for a central source of information on all weather modification activities in the United States.

The actions of the Department of Commerce under these amendments are not intended as, nor do they constitute, approval, disapproval, or regulation of weather modification operations. Any notification that may be made to operators and State officials on the basis of information received will be advisory only.

Therefore, pursuant to the authority contained in 15 U.S.C. 330–330e and 15 U.S.C. 313, and pursuant to a Directive to the Secretary of Commerce reflected in the President's February 15, 1973 State of the Union Message on Natural Resources and Environment, and the Fact Sheet accompanying the Message, the National Oceanic and Atmospheric Administration (NOAA) amends 15 CFR by additions to Part 908, adopting the rules set forth below. These rules will be administered by the Administrator, National Oceanic and Atmospheric Administration, on behalf of the Secretary of Commerce, pursuant to the Secretary's delegation of authority in section 3, subparagraph .01t of the Department of Commerce Organization Order 25–5A.

The amendments are as follows:

1. Change § 908.4(a)(7) by deleting the word "and" after the semi-colon.

2. Change § 908.4(a)(8) to § 908.4(a)(9).

3. Add § 908.4(a)(8) as follows:

§ 908.4 Initial report.

(a) * * *

(8) Answers to the following questions on project safeguards:

(i) Has an Environmental Impact Statement, Federal or State, been filed: Yes ____ No ____. If Yes, please furnish a copy as applicable.

(ii) Have provisions been made to acquire the latest forecasts, advisories, warnings, etc. of the National Weather Service, Forest Service, or others when issued prior to and during operations? Yes ____ No ____. If Yes, please specify on a separate sheet.

(iii) Have any safety procedures (operational constraints, provisions for suspension of operations, monitoring methods, etc.) and any environmental guidelines (related to the possible effects of the operations) been included in the operational plans? Yes ____ No ____. If Yes, please furnish copies or a description of the specific procedures and guidelines.

4. Add § 908.12(d) to read as follows: